

with a reference to ASTM F 1546-94 and would allow the use of nozzles that meet the new Subpart 162.027 in lieu of nozzles previously approved under Subpart 162.027.

Sections 56.30-35 and 56.30-40 of Title 46 CFR contain regulations for gasketed mechanical couplings and mechanically attached fittings, respectively. In 1993, the Coast Guard and ASTM developed ASTM standards F 1387-93, Standard Specification for Performance of Mechanically Attached Fittings, and F 1476-93, Standard Specification for Performance of Gasketed Mechanical Couplings for Use in Piping Applications, with the expectation that they would eventually be incorporated into the regulations in lieu of §§ 56.30-35 and 56.30-40. This proposal, if adopted, would incorporate F 1387F-93 and F 1476-93 into the regulations.

Section 61.20-17 of Title 46 CFR contains the requirements for tailshaft examination intervals. The current requirements for tailshaft examination intervals are based on the type of lubricant in the bearing lubrication system. With some exceptions, water-lubricated tailshafts must be drawn and examined at each drydocking. Oil-lubricated bearings need not be drawn and examined if the bearing clearances are taken during drydocking, the inboard seals are examined, the lubricating oil is analyzed and nondestructive testing is conducted on the connection between the propeller to the tailshaft. The differences in the scope and frequency of inspection are due to the non-corrosive properties of oil. Consequently, the use of an oil-lubricated tailshaft can translate into substantial savings during drydock periods. However, a potential drawback is liability for oil released from leaky seals. As a result, industry demand has spurred development of water-miscible, environmentally safe, non-corrosive lubricants.

The Coast Guard supports the development and use of non-polluting lubricants and has evaluated the means for a manufacturer to demonstrate a lubricant's equivalency to oil, based on the lubricant's non-corrosive properties, for purposes of the tailshaft inspection interval. Under this proposal, if adopted, a water-miscible lubricant tested in accordance with ASTM D 665-92, Standard Test Method for Rust-Preventing Characteristics of Inhibited Mineral Oil in the Presence of Water, may be considered equivalent to oil for the purposes of the tailshaft inspection interval. Therefore, this proposal, if adopted, would incorporate ASTM D 665-92 into the regulations and add

appropriate text into § 61.20-17 explaining the procedures for accepting water-miscible lubricants as equivalent to oil. Additionally, this proposal, if adopted, would clarify the purpose of the tailshaft lubricating oil analysis by explaining that the analysis is to determine the presence of bearing material or other contaminants.

Section 38.25-10 of Title 46 CFR contains the inspection requirements for safety relief valves installed on pressure vessel type cargo tanks used in the carriage of liquefied petroleum gas. Under the current regulations, safety relief valves must be tested and adjusted, if necessary, every four years. The ABS Rules require testing and adjustment every five years. The ABS Rules, with the longer testing interval, have shown to be adequate by the satisfactory performance of safety relief valves on non-U.S. vessels classed by ABS. The Coast Guard has amended the inspection intervals for vessel drydockings and for various pieces of shipboard equipment to agree with the inspection intervals in international standards and class society rules. These amendments have been made after consideration for any possible degradation in safety to allow major pieces of equipment to be tested on a cycle that coincides with the normal drydock schedule for the convenience of the vessel owner, class society and the Coast Guard. Therefore, this proposal, if adopted, would change the testing interval for safety valves installed on pressure vessel type cargo tanks from four years to five years to be consistent with international standards and classification society rules.

Cite (46 CFR)	Proposed change	Subject addressed by regulation
§ 34.10-10	Revision ...	Fire hose nozzles.
§ 34.10-90	Revision ...	Fire hose nozzles.
§ 38.25-10	Revision ...	Safety relief valves.
§ 56.01-2	Revision ...	Incorporation by reference.
§ 56.30-35	Revision ...	Gasketed mechanical couplings.
§ 56.30-40	Revision ...	Mechanically attached fittings.
Subpart 61.03	New	Incorporation by reference.
§ 61.20-17	Revision ...	Tailshaft inspections.
§ 76.10-10	Revision ...	Fire hose nozzles.
§ 76.10-90	Revision ...	Fire hose nozzles.

Cite (46 CFR)	Proposed change	Subject addressed by regulation
§ 95.10-10	Revision ...	Fire hose nozzles.
§ 95.10-90	Removal ..	Fire hose nozzles.
§ 108.425	Revision ...	Fire hose nozzles.
Subpart 162.027.	Revision ...	Fire hose nozzles.
§ 167.45-40	Revision ...	Fire hose nozzles.
§ 193.10-10	Revision ...	Fire hose nozzles.
§ 193.10-90	Revision ...	Fire hose nozzles.

5. *Statutory language repeated.* The regulatory text of the following provisions repeats language or restates requirements from self-executing statutes without any additional regulatory provisions.

Section 26.15-1 of Title 46 CFR repeats the statutory language of 46 U.S.C. 527e authorizing the Coast Guard to board numbered, uninspected commercial vessels. Section 527e of Title 46 U.S.C. was repealed on August 10, 1971 (P.L. 92-75; 85 Stat. 228). The authority for the Coast Guard to conduct boardings on uninspected vessels remains in Title 14 U.S.C. 89. Therefore, § 26.15-1 is no longer needed and is proposed for revision.

Sections 35.07-5, 35.07-15, 78.37-3, 97.35-3, 97.35-10, 196.35-3 and 196.35-10 of Title 46 CFR either repeat statutory language or paraphrase statutory requirements for making logbook entries. Subparts 78.03, 97.03 and 196.03 of Title 46 CFR repeat the possible consequences of a violation of the provisions of Title 46 CFR and mariners' liability under the suspension and revocation proceedings. Sections 167.65-3 and 196.27-10 of Title 46 CFR repeat the statutory language regarding negligent operations of a vessel.

Regulations which do not add meaning or additional requirements to self-executing statutes are not useful. Therefore, regulations which only repeat language or summarize requirements from self-executing statutes are not necessary and are proposed for removal.

Cite (46 CFR)	Proposed change	Subject addressed by regulation
§ 26.15-1	Revision ...	Boarding by Coast Guard.
§ 35.07-5	Revision ...	Logbook entries.
§ 35.07-15	Removal ..	Logbook entries.
Subpart 78.03	Removal ..	Statutory penalties.